

MEETING REPORT

DATE OF MEETING: May 11, 1989

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Mike Ragsdale, Chair; Larry Cole (alt.); Earl Blumenauer; Scott Collier; Bonnie Hays; Pauline Anderson; Don Adams (alt.); George Van Bergen; Carter MacNichol (alt.); Bob Post (alt.); John Magnano; and Ed Lindquist

Guests: Tom VanderZanden, Clackamas County; Lee Hames and Doug Capps, Tri-Met; Gil Mallery, IRC of Clark County; Bill Adams, City of Milwaukie; Les White and Kim Chin, C-TRAN; Richard Ross, City of Gresham; Howard Harris, DEQ; Wink Brooks, City of Hillsboro; Pete Morris, Center for Urban Studies, PSU; Steve Jacobson, WSDOT; Susie Lahsene, Multnomah County; Molly O'Reilly, Forest Park Neighborhood Association; Ray Polani, Citizens for Better Transit; Steve Dotterer and Chris Beck, City of Portland; Ted Spence, ODOT; Mark Brown, Washington County; and Roger Buchanan, Metro Councilor

Staff: Andrew Cotugno, Richard Brandman, Ethan Seltzer, James Giesecking, Jr., Robert Hart, Keith Lawton, Karen Thackston, Marilyn Konka, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

The meeting was called to order by Chairman Mike Ragsdale.

LEGISLATIVE UPDATE

Andy Cotugno briefed the Committee on the status of legislation pending before House committees. He reviewed:

- . SJ 12 relating to a registration fee for transit. He noted that it has passed out of the House Government Operations Committee unanimously and forwarded on to the Senate floor.

- . HB 3447, relating to a statewide gas tax, has been forwarded on to the Revenue Committee with no recommendation. The change anticipated is a reduction in the fee from \$10.00 to \$5.00.
- . The City/County/State issue has been resolved. The terms of agreement are that those rates will stay in place for any future gas tax increases until a new state roads study has been conducted. Andy spoke of the trucking industry wanting a delay inasmuch as they are concerned about the weight-mile tax restructuring. AAA favors trucks and autos sharing the cost responsibility and a compromise which goes ahead with the gas tax and registration fee in 1991 and the truck tax in 1992, with perhaps a higher tax in 1993.
- . HB 3446, relating to a local option vehicle registration fee, concerns either the option of treating trucks like cars with respect to registration fees or not levying a fee on trucks and letting ODOT account for trucks in the state weight/mile tax.
- . Payroll Tax - Andy reported that the main opposition relates to schools and the need to be more reflective of those schools that provide their own school bus service.
- . HB 3055, relating to an excise tax on battery and tire sales for routine capital for transit districts, is sponsored by the Oregon Transit Association. Andy explained that this bill could become merged with another on recycling of batteries. Questions raised on this bill centered on whether or not municipalities within the Tri-Met district would have access to those funds. In response, Andy Cotugno indicated he was unsure whether municipalities would also have access.

Action Taken: It was moved and seconded to endorse the concept of the battery and tire tax for transit. Motion CARRIED unanimously.

MEETING REPORT OF APRIL 13, 1989

The April 13 JPACT meeting report was approved with the following addition to page 3, fifth paragraph:

- . That the minutes reflect Councilman Collier's comments at the last meeting that periodic or monthly updates be provided JPACT on the bi-state work scope meetings.

WITHDRAWAL OF I-205 BUS LANE

Richard Brandman reviewed the Staff Report and Resolution (No. 89-1094) for withdrawal of the I-205 bus lane. He noted that an

JPACT

May 11, 1989

Page 3

EIS will commence this summer, if approved by UMTA, and reported on a September 30 statutory deadline for granting of the request by ODOT. This resolution asks the Governor of Oregon to request that the U.S. Department of Transportation withdraw the I-205 bus lane from the Interstate highway system to allow light rail as a substitute project. If the request is not granted, \$17 million of Interstate funds will not be available for light rail use.

Richard pointed out that UMTA requirements allow only one Section 3 project to proceed at a time, and the resolution stipulates that we will not seek such funds for the initial I-205 project which is proposed. It was noted that we may need to consider building one section of the project because of funding issues.

A discussion followed on the political strategy of the region in moving I-205 and the Milwaukie corridor concurrently. Councilman Collier expressed concern over the prioritization on projects, questioning whether there are possibly other areas with higher potential ridership than in the I-205 corridor. Richard Brandman pointed out that JPACT has adopted a 10-year list of priorities as well as a 20-year priority list, and that the I-205 and Milwaukie corridors were both on the 10-year priority list. I-5 North and the Barbur corridors were reflected on the 20-year priority list.

Councilman Collier pointed out the great potential of the north corridor and expressed concern that it fit into the proper prioritization process. Commissioner Blumenauer noted the progress made with all the alternatives, that more information is now available, and that some changes might occur in an orderly fashion as we go through this continual prioritization process. He felt we are in a better position today to look at all the options.

Motion: It was moved and seconded to recommend approval of Resolution No. 89-1094 for withdrawal of the I-205 bus lane.

Bob Post questioned whether the language in Resolve No. 5 (regarding concurrent alternatives analyses in the I-205 and Milwaukie corridors) would slow down initiation of the I-205 corridor because of the need to also initiate the Milwaukie corridor. Andy Cotugno responded that I-205 would be initiated as a stand-alone corridor between now and the September 30 withdrawal deadline and that the Milwaukie corridor would be started after that. Andy further clarified the short window allowed to get the I-205 work scope approved, obtain the grant and initiate contracts. It was further noted that the I-205 analysis is about a 14-month process up to the Environmental

Impact Statement.

Richard Brandman reported a cost of about \$850,000 for the I-205 DEIS, requiring a 15 percent match, with commitments yet to be made by the jurisdictions with the exception of the Port of Portland.

Ray Polani, representing Citizens for Better Transit, commented on ridership on the I-205 bridge to Multnomah County in comparison to ridership on I-5 to Vancouver. He felt we should strive to serve existing corridor congestion, emphasizing the ridership potential and traffic congestion in the I-5 corridor. He felt it was unfortunate that JPACT has overlooked the I-5 corridor.

Action Taken: In calling for the question, the motion CARRIED. Commissioner Magnano and Councilman Collier abstained.

ALLOCATING FY 1989-1991 FEDERAL-AID URBAN REGIONAL RESERVE FUNDS

Andy Cotugno briefed the Committee on the proposed allocation of \$1.4 million from the region's FAU Reserve for specific projects recommended by the TIP Subcommittee. He reviewed the letter received from Meeky Blizzard, President of Sensible Transportation Options for People (STOP) questioning the criteria used on the prioritization of widening Cornelius Pass Road based on the assumption that the Western Bypass would be built. Also reviewed was the staff response elaborating on the eight criteria used in the ranking process, which did not consider the Bypass as part of the analysis.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 89-1090 allocating FY 1989-1991 Federal-Aid Urban Regional Reserve funds. Motion PASSED unanimously.

Commissioner Lindquist thanked the Metro staff involved for their work with this project.

RELEASE OF SOUTHEAST CORRIDOR STUDY FOR PUBLIC HEARING

Richard Brandman provided an overview of the Southeast Corridor Study which JPACT was requested to release for public hearing. The public hearing is scheduled at Duniway School's Auditorium at 7:00 p.m. on Monday, June 5.

The Southeast Corridor Report will be considered for adoption at the June 30 TPAC and July 13 JPACT meetings.

Richard reviewed the objectives of the study and reported that it has been a one and one-half year process to produce the findings.

He indicated that all the jurisdictions involved were represented on the Citizens Advisory Committee, comprised of 10 neighborhoods. He commented further on the fine staff cooperation among jurisdictions.

Fifteen alternatives were initially examined and centered on the Sharing Traffic, Focusing Traffic on a New Arterial, Expanded Transit (including railbus), and Minimizing Traffic alternatives. The Technical Advisory Committee and the Citizens Advisory Committee concluded that a new arterial is not warranted. If, however, a four-lane Sellwood Bridge is examined in the Willamette River crossing study, a new arterial might be re-examined.

Richard then elaborated on the differences in the recommendations of the TAC from those of the CAC. He noted that there is \$3.2 million in the McLoughlin Reserve to accommodate overruns on McLoughlin, for light rail use, or for the projects resulting from the Southeast Corridor Study.

Andy Cotugno noted that, when the Portland, Milwaukie and Metro resolutions on the McLoughlin Boulevard project were adopted, it was stipulated that Phase II of the project could not commence until the east/west technical analysis was completed. Completion of this study satisfies that requirement.

Action Taken: It was moved and seconded to approve release of the Southeast Corridor Report for public hearing. Motion PASSED unanimously.

FEDERAL ACTIONS REQUIRED FOR TRANSIT FUNDING

Andy Cotugno reviewed the memo asking for JPACT endorsement for setting direction for our Congressional delegation in matters relating to federal funding and for changes in procedures for allocation of those funds.

A matter of concern to the Committee was Project Breakeven (item No. 4 of the memo) relating to the acquisition of land for a shopping center in Gresham and a headquarters hotel in the area of the Convention Center. Questions were raised as to whether or not the hotel will produce revenue back to Tri-Met. The Committee wished to have further information on that subject. Chairman Ragsdale questioned the use of transportation dollars for financing something that does not make a profit and felt that urban renewal funds may be a more appropriate funding source. In response, Doug Capps indicated that Tri-Met would be receiving lease revenue from the land. If the hotel was totally funded out of urban renewal funds, Tri-Met would not receive lease revenues.

Mayor Cole also questioned how the headquarters hotel would generate ridership. In response, Doug Capps acknowledged that there is ridership generated out of the shopping center and that typically a convention hotel's emphasis would be on chartered tour buses. It is hoped that, in this instance, LRT will be the main conveyance to the downtown from the hotel. In addition, Andy Cotugno felt that a lot of marketing for tourism is oriented on stretching the tourist's stay and that light rail transit would be utilized in the evening and leisure hours. Bob Post stated that the purpose of the project is to generate enough revenue to bring the rail line into a break-even situation. A hotel in close proximity to a rail line does generate additional ridership.

There was a reluctance of some of the members of JPACT to approve this request without further information. Andy Cotugno noted that this is only the beginning of the Project Breakeven process and suggested that we proceed with the recommendation, with the understanding that further questions need to be answered before the funds can be received.

Action Taken: It was moved and seconded to endorse the memo directed to our Congressional delegation with staff directed to modify item No. 4 (relating to Project Breakeven), deleting references to the Gresham Shopping Center and the headquarters hotel in the area of the Convention Center but recommending endorsement of the \$9.5 million grant. Motion PASSED unanimously.

Mr. Polani commented that he felt misled by the title as it encompassed a broader issue. He spoke of the change in direction and the need for a common transportation fund, noting that it is time to review the funding assistance programs.

PUBLIC-PRIVATE FUNDING IMPLEMENTATION

The memo to JPACT asked for review of the Public-Private Task Force recommendations for development of a regional compact as a key element for implementation of the transit portion of the program. Funding mechanisms to be pursued include benefit assessment districts, tax increment finance, station cost sharing and joint development. Tri-Met will lead this effort and implement these mechanisms as part of the Westside LRT project. Metro will develop the regional compact.

Andy Cotugno reported that the I-205 scope of work includes these types of funding activities and mechanisms. He reported that \$70,000 is provided to Tri-Met around the station areas for

station cost-sharing, tax increment financing and joint development. Commissioner Lindquist noted that part of the I-205 corridor doesn't have the public-private funding mechanisms in place.

Action Taken: It was moved and seconded to recommend approval, in principle, of the strategy embodied in this report. Motion PASSED unanimously.

JPACT MEMBERSHIP

Andy Cotugno stated that it is time to review the role of JPACT, clarify its broader objectives, and define its membership. Chairman Ragsdale made the following appointments to a subcommittee to review and evaluate the JPACT membership: Gary Demich, WSDOT; Earl Blumenauer, City of Portland; Don Adams, ODOT; Scott Collier or John Magnano, Clark County; Larry Cole or Clifford Clark, Cities of Washington County; Pauline Anderson, Multnomah County; and Mike Ragsdale, Metro. An invitation will be extended to a C-TRAN representative to attend the meetings, but not as a subcommittee member. The committee's charge is to address a broad range of issues relating to membership eligibility and role of JPACT. Councilman Collier emphasized the need to recognize that all the correct players are included to discuss these issues. He cited the fact that there are two MPO's in the region and two transit providers, stressing the fact that C-TRAN should be considered for membership. In addition, he felt that we should also look at other cities' representation on such advisory committees.

Another issue to be dealt with is whether the Committee should be a mix of staff and elected officials and the benefits thereof. Mayor Cole stated that membership could be restricted to elected or appointed officials.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members